



The
Falcon
Quarterly
Newsletter

April, May, June 1992

FALCON CLUB OF AMERICA

P.O. Box 113
Jacksonville, AR 72076

FIRST CLASS MAIL

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McRae, AR 72102
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The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the worldwide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$20.00 (\$25.00, payable in U.S. funds, outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON QUARTERLY is published quarterly with information from its members. All copy for The Falcon Quarterly should be sent to the editor, Kathy Lerner, 2721 Gilboa Ave., Zion, IL 60099. Copy must be received by the first of the month preceding date of issue.

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The Falcon Club of America Quarterly is printed and published by Bill's Printing, Searcy, Arkansas.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.
The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.
Fairlane Club of America, 2116 Manville Rd., Muncie, IN 47302.
The Ranchero Club, 1339 Beverly Rd., Port Vue, PA 15133.
Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.
The Super '60s Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.
Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.
The Econoline Organization, 3311 Springhill Rd., Lafayette, CA 94549.
Northern California Falcon Group, 6501 Halifax St., Citrus Heights, CA 95621.



President's Message

Another three months have flown by and there's much excitement with the Falcons everywhere. We've had a couple of Regionals and I hear they were a big success. It sounds like everyone had a good time.

The National Meet is coming up soon. If you have any positive input for our club, please let me or one of your officers know so we can get it on the agenda for our National business meeting.

We also have an opening for Editor, as Bronson is retiring. I think he has done an outstanding job with what he has had to work with. If no one sends info to the Editor, we don't have anything for the newsletter.

Get registered for the National Meet. I'm looking forward to seeing lots of you there.

Jim Hatcher



A PPG-prepared Falcon produced by Ford Motor Co. in Australia, served as the pace car for the recent IndyCar round there. (Sid Rutty photo)

*Submitted by
Mark Worl*



Vice President's Message

Mid-May, car shows every weekend, swap meets all over the place, Regional coming next month. Still don't have a car ready! Procrastinate. Heck, there's still two months until the Nationals. Plenty of time to do it all. This scenerio is probably being repeated at more than just my house.

To date there seems to be no real cure, but I have found something to inspire my efforts to get things in order — Enthusiasm! At last Chapter's meeting there was more of this stuff ("E" word") than I've seen in quite some time. Everybody in the Chapter is involved, participating in planning and generally doing whatever it takes to get the job done.

The same thing is happening in Milwaukee right now. These people are doing everything they can to assure your 13th National Meet is the best ever. Please don't disappoint them by being a "no-show" this year. All they ask for their many, many efforts is just that you come and enjoy. I'll see you there, ready or not!

Marty Martin

Auto Trivia

TV's Batman and Robin actually had five Batmobiles. The cars were modified Ford Futuras that cost \$234,000 apiece.

They were 21 feet long and powered by Thunderbird 428-inch V-8 engines.

*Taken from Weekly World News, May 5, 1992.
Submitted by FCA member Bob Monti.*



Correcting False Information

In past issues of the Falcon News, as well as outside publications, it has been wrongly stated that the 1965-1966 Mustang and 1965 Falcon share the same front end parts if the cars were factory-built V-8s with M/S. I am one who fell for this false information and now I want to help others avoid the same mistake.

The photo below shows the Mustang centerlink which carries a part number like DS 701 or ES 701 as a replacement part for the 1965-1966 Mustang V-8 with manual steering *only*. These are commonly found through vendors dealing in Mustang restorations.

Below that is a NOS 1965 Falcon V-8 M/S centerlink and the factory attached tag reads C5DZ. Those who know the FoMoCo parts code will note that the "D" means Falcon, and the "Z" is service part. These centerlinks came from the factory attached to 1965 Falcons and Comets *only*!

You will note from the photo that the correct Falcon part is shorter than the Mustang part. The difference is outboard of the holes through which the tie rod ends attach to the centerlink. The steering arm attaches, in this case, to the end that has the tag.

Ford designed its steering boxes to be "straight ahead" when half-way between right and left steering lock; the line on the upper end of the steering shaft points straight up. In this position both the steering arm and idler arm point straight forward.

If the longer Mustang part is installed, steering centered, it will be found that the idler arm points outboard and the passenger side tire will point toward the left. This cannot be corrected by shortening the right side tie rod ends as that only fouls up the vehicle's turning geometry.

The only correct solution is to use the proper part. There are a few still out there on vendors' shelves. I was informed by MOOG that they declared the part obsolete in

1981, dropped the item from their catalogs and sold all remaining stock to outside vendors. The Mustang part remains in the catalog because "It is a more popular car." BARF!

Submitted by Roger C. Roberts



**Falcon Club of America
13th Annual National Meet
Milwaukee, WI
August 13, 14 and 15, 1992**

Name _____ Spouse/Guest _____
Address _____
City _____ State _____ Zip _____
Phone No. (____) _____ FCA Membership No. _____
Local Chapter _____

Registration:

\$15.00 - 1st car; \$12.00 each additional car if registered by July 15, 1992;
\$20.00 at Meet; \$12.00 without car.

Year	Model	Body Style	
_____	_____	_____	
1st Car	_____	x \$15.00	= \$ _____
Additional Car(s)	_____	x \$12.00	= \$ _____

Banquet: Saturday, August 15, 1992

Adult (12 and Over) _____ x \$20.00 Each = \$ _____
Child (Under 12) _____ x \$15.00 Each = \$ _____

Babysitting Requested for Banquet _____

Trips:

Shopping Malls, Thursday, August 13, 1992
_____ x \$2.00 Each = \$ _____
Mitchell Park Conservatory and Museum, Friday, August 14, 1992
Adult _____ x \$10.00 Each = \$ _____
Child (4 - 17) _____ x \$7.00 Each = \$ _____

Swap Space (Approximately 15' x 10'):

Members \$15.00 per Space = \$ _____
Commercial Member \$20.00 per Space = \$ _____
Commercial Non-member \$25.00 per Space = \$ _____

T-Shirts:

Size - S, M, L, XL, XXL (circle sizes wanted)
To be picked up at meet _____ x \$10.00 Each = \$ _____
Shipped before meet _____ x \$12.50 Each = \$ _____

Total Remittance \$ _____

Make Checks Payable To:

North Central Falconeers

Mail To:

T. J. Johnson
P. O. Box 10292
Green Bay, WI 54307

For Information Call: 414/494-2730

**Falcon Club of America/
North Central Falconeers Chapter
13th Annual National Convention
The Grand Milwaukee Hotel
August 13, 14 and 15, 1992**

Registration Form for Hotel Accommodations Only

Name _____ Planned Arrival Date _____

Address _____ Departure Date _____

City _____ State _____ Zip _____

Accommodations _____ Single Room (One Person) -- \$67.50 w/tax

_____ Double Room (Two or More) -- \$67.50 w/tax

Reservations must be either accompanied by the first night's deposit or guaranteed to a major credit card (please include expiration date). If no guarantee or deposit is made, your reservation is not confirmed. If you are unable to arrive on your requested date, the reservation must be cancelled 24 hours prior to arrival date. Check-in time is 2:00 p.m. Check-out time is 12:00 noon.

Mail room reservations to: The Grand Milwaukee Hotel
4747 South Howell Avenue
Milwaukee, Wisconsin 53207

Telephone 414/481-8000 or 1-800/558-3862

Note: Room reservations must be made by July 15, 1992.



The Falcon's reliability has been the key to its longevity in Argentina, where the car was built for 30 years.

Falcon cruises into history

Millions of Americans remember the compact Ford Falcon with nostalgia. But in Argentina, the venerable Falcon has been a part of everyday life for 30 years.

Until last month. On Sept. 23, at the Pacheco Plant in Buenos Aires, the original Falcon passed into the history books for good as the last model rolled down the assembly line.

The car was one of nearly half a million built in Argentina since Jan. 10, 1962, as a direct descendant of the Falcon that was introduced in the United States on Oct. 8, 1959 as a 1960 model.

"In Argentina, the image of Ford to a large extent has been the Falcon, having been produced for 30 years," said Rudolfo Ceretti, director of government, industry and external relations in Buenos Aires for Autolatina — the Ford-Volkswagen joint operation in Brazil and Argentina.

Reflecting the role of Autolatina, the Falcon will be replaced in Argentina by a Brazilian-made Volkswagen compact, the Santana. Ford dealers

will have a choice of selling either the Santana or a Ford-badged Santana, Ceretti said. A name for the Ford hasn't been picked.

Argentine Falcon pilot production began almost 30 years to the day the last Falcon was built. Job One the following January was built using an engine and body imported from the United States. Local engine production began in October 1962 and bodies were stamped locally by July of the following year.

The Falcon was the top-selling car in Argentina in 1965, 1971, 1979 and 1983 and was built in six versions: sedan, taxi, Futura, station wagon, sprint and Ranchero.

The Falcon also was a runaway hit in the United States and in Australia. Ford's Australian operations eventually replaced the original Falcon with new cars bearing the old name, while the Argentine plant retained the original platform and layout. Although there have been many trim and hardware changes, it's the same Falcon that Americans remember so well.

Taken from the *Ford World* newspaper.

Submitted by Bill Connelly.

The *Falcon* Club of America

FOURTH ANNUAL EASTERN REGIONAL MEET

Valley Forge, Pennsylvania
September 18-20, 1992



SHOW REGISTRATION & BANQUET RESERVATION FORM

Name _____ Spouse/Guest _____
Address _____
City _____ State _____ Zip _____
Phone # (____) _____ FCA # _____ Local Chapter _____

Cars:

Year _____ Model _____ Body Style _____ Class _____
Year _____ Model _____ Body Style _____ Class _____

Registration: Without Car: \$5 _____

With Car: \$16 per car (after August 21)
\$13 per car (before August 21) _____

Swap Space: \$16 (after August 21)
\$13 (before August 21) _____

Banquet: Saturday, September 19: _____

Buffet \$25 per person (# _____)
(Includes Tax & Gratuity) _____

Total (Registrations and Banquet) _____

Show & Banquet at:

Stouffer Valley Forge Hotel
480 North Gulph Road
King of Prussia, PA 19406
(215) 337-1800

Send this form with remittance
(Payable to Keystone Chapter)
to: Linda Wisser
12 Magna Drive
Coplay, PA 18037
(215) 262-6555

The Falcon Club of America

FOURTH ANNUAL EASTERN REGIONAL MEET

Valley Forge, Pennsylvania
September 18-20, 1992



HOTEL RESERVATION FORM

Name _____ Phone # (____) _____

Address _____

City _____ State _____ Zip _____

Accommodations: Room with king or queen size bed: * \$69 _____

Room with two queen size beds: * \$69 _____

Arrival Date _____ Credit Card _____

Departure Date _____ (1 p.m.) No. _____

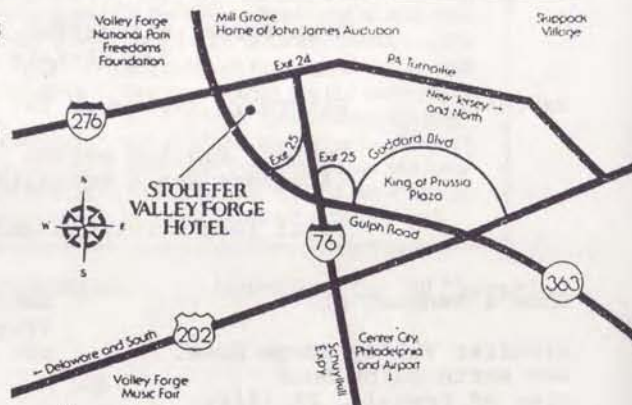
mail to: _____ Expiration Date _____

Stouffer Valley Forge Hotel
480 North Gulph Road
King of Prussia, PA 19406
(215) 337-1800

Signature _____

Be sure to mention the Falcon Club when phoning.

* DEADLINE August 21 for reservations. After August 21, rate will depend on space availability. Reserve room with credit card, or one night's deposit.



Interpreting Ford Part Numbers

In the last issue of the *Falcon Quarterly* I saw the request by Jim and Marty to submit articles to our two editors. I thought that I should help, but didn't know what to write about since I don't have any interesting Falcon projects going at this time. The only thing that I know much about is Ford parts, having been a Ford Parts Manager for 22 years. Maybe a little lesson might help some of our members find that rare NOS (New Old Stock) part at a swap meet.

C3DZ-7620124-A

This looks like an awful mess of numbers and letters to the untrained eye, but a Ford parts man doesn't look at it that way. He would see it in several different stages. First, "C3DZ" tells him that the part is for a 1963 Falcon. Next, "76" shows him the part is for a convertible. Then "20124" informs him it is a door, and the last digit "4" tells him that the door is for the right side of the car. (You arrive at right and left by sitting in the car looking forward.)

Ford actually has a method to their madness. Let's first take a look at the Prefix "C3DZ" in our example. "C" is for the decade that the part first appeared.

- A for the 1940s
- B for the 1950s
- C for the 1960s (This is the one we are most interested in.)
- D for the 1970s
- E for the 1980s
- F for the 1990s
- (I hope they don't run out before I retire.)

Next is the "3" in our example. That is the year that the part was first used. This changes sometimes when a part is superceded or updated.

C3 = 1963 C4 = 1964 C5 = 1965 C6 = 1966, etc.

The "D" is next in our example. This stands for the type of car the part fits.

- A for full size cars
- D for Falcon (This is the one we want to look for.)
- S for Thunderbird
- Z for Mustang
- T for Truck (Finally, one that makes sense.)
- O for Fairlane
- U for Bronco

M for Mercury (Also makes sense.)
 L for Lincoln (They're on a roll.)
 G for Granada
 P for Maverick (Ford can't let you have too much of a good thing!)
 F for Pinto

The fourth digit means little to the layman. It stands for the department that designs the part and is almost always a "Z."

Now interpreting the part number gets a little more complicated. The number between the dashes, "20124" in our example, is called the basic number. Each lets you know what the part is or at least where it goes on the car. The following is a simplified explanation (keep in mind this is a thumbnail sketch).

1000-1999	Wheels, hub caps, lug nuts, lug bolts, etc.—anything to do with wheels
2000-2999	Brakes
3000-3999	Steering and front suspension
4000-4999	Rear drive axle assembly and drive shaft
5000-5999	Exhaust system and springs
6000-6999	All engine parts
7000-7999	All transmission and clutch parts
8000-8999	Cooling system (This includes the grill.)
9000-9999	Fuel system (Everything from the gas tank to the carb.)
10,000-10,999	Generator and instrument cluster
11,000-11,999	Starter, charging system, starter switches
12,000-12,999	Ignition parts, distributor, cap, rotor, plugs and plug wires
13,000-13,999	Lamp assembly and bulbs
14,000-14,999	Switches and relays
15,000-15,999	Clocks, switches and more relays
16,000-16,999	Front cap — fenders, hood and hood hinges, etc.
17,000-17,999	Bumpers, speedometer system, windshield wipers and washers
18,000-18,999	Heater parts and shock absorbers
19,000-19,999	Air conditioner parts
20,000 & Up	Mostly body parts

As I said, this is a simplified list. It breaks down even further. For example, let's take engine parts, 6000-6999, and further break them down.

6000-6099	Core plugs, block and heads
6100-6199	Pistons and rings
6200-6299	Rods, rod bearings, timing chain and gears
6300-6399	Crankshaft and main bearings
6400-6499	Rear plate seal
6500-6599	Valve train parts and valve covers
6600-6699	Oiling system and PCV system
6700-6799	Rear main seal, timing cover seal, oil pan
6800-6899	Oil filter adapters
6900-6999	Dress-up kit, accessories

This at least gives you an idea how the numbers break down. You can't expect to learn these here; it's something that you pick up over time.

In most cases, right hand parts end with even numbers and left hand parts ends with odd numbers. Remember that at the beginning I said that our door was for the right side; "20124" ends with an even number. One glaring exception to this is fenders — 16005 is right and 16006 is left hand. Ford Motor Co. doesn't want you to get too comfortable with anything I guess, so they throw you a curve every now and then.

In body part numbers (20,000 and up), the first two digits between the dashes are not part of the basic number. They tell you what body style the part is for (7620124).

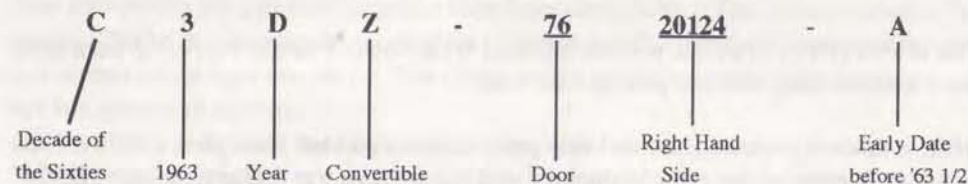
62	2-door post sedan
63	2-door hardtop fastback
65	2-door hardtop
53	4-door hardtop
54	4-door sedan
76	Convertible (our example)
71	Station wagon
66	Ranchero
81 or 83	Narrow bed truck
99	Style side truck

The suffix (the "A" after the second dash in our example) won't be of much use most of the time. If you have two parts that are for the same application, but different parts, this letter will separate them. For example a carburetor for a 1965 Falcon might be:

C5DZ-9510-A	One barrel
C5DZ-9510-B	Two barrel
C5DZ-9510-C	Four barrel

I'm sure you figured out that "9510" is the basic number for a carburetor. In our example we have an "A" for a suffix. This could mean that the door fits early '63s, and if it fit a '63 1/2 Falcon, that might be a "B" to differentiate the two. (For you parts people out there, I know these numbers are not necessarily correct. I just made them up because they make good examples to show my points.)

Now, let's take another look at the part number with which we started. Remember to break it down.



See how easy that is?

I didn't intend to make this article this long, but it's hard to simplify a complicated subject and no one has ever accused me of being a writer. I hope this helps the next time any of our Falcon members dig through parts at a swap meet or car show. At least you won't have to open every box. Good hunting!

Submitted by FCA Partsmaster Charles Digiacoia



Father's Day Present

My most recent Falcon is a 1964 Futura with a 170 and automatic. It was purchased on Father's Day, a very nice present. Since then I have had the Rangoon Red redone, replaced the carpets and the seat fabric, and detailed the engine. I've had many Falcon over

the years, but this is the first convertible. My wife and I are enjoying many summer evenings just cruisin'. This car is a little special since it is the same as the year my wife and I graduated.

Submitted by Carl Cline

Falcons from "Down Under"

The following photos were taken at a Falcon Show 'n Shine display day at the Penrith Panthers Rugby Leagues Club in Australia. There were approximately 50 cars, including a half dozen from Victoria (700 miles distant), a dozen from the Newcastle district (150 miles north), and the rest from the Sydney area.



Red Utility 64 XM (Ute)

Won Best Commercial Vehicle. Modified with a 302 V8, rear wheel arches, sedan rear bumper and '67 Fairmont tail-lights.

'64 Blue Futura

Hardtop with tinted windows; 200 6 cylinder, auto. Very rare!



Silver Blue Hardtop 65 XP

Won Best Interior. Wheels are nonstandard. Owner has badge plate on radiator support reading, "Expensive, But Worth It."

Gunmetal Sedan 62 XL Street Machine

Has a 302 V8, totally rebuilt from the ground up.



Submitted by David Loughron, Westmead, NSW Australia. (His car, sedan in the top left of the first photo, won Best Original XK 60-62.)

Founder's Chapter Meet

The Fall Regional Meet hosted by the Founder's Chapter was another successful meet with 43 Falcons from eight states and approximately 100 people at the banquet on Saturday night.

The meet was highlighted with the usual Free Hot Dog Supper on Friday night and the Auction on Saturday afternoon. Shopping tours to the mall on Friday and Saturday for the ladies (and some men) went well with the super weather we had that weekend.

All in all, the weather, the Falcons, and the friends all together made it another "Super" meet.

Don Cooley's '61 Econoline Pickup. Now we know who keeps this vehicle looking so good!



A couple of shots from atop the third floor parking deck where the Fall Regional Meet was held by the Founder's Chapter.



Your national treasurer hard at work at a local Founder's Chapter Meet.

Submitted by Roy Sword

Falcon Club Store

Falcon Club of America Goodies — All with FCA Logo!!

Golf Shirt — Men's & Ladies', Blue, Red, White, Burgundy, Green. Small Logo	\$13.00
Small, Medium, Large, X-Large, some XX-Large.	
White T-Shirt — Choice of Red or Blue Trim. Large Logo	\$7.00
Adult - Small, Medium, Large, X-Large. Child - Medium, Large.	
Sweatshirt or Sweatpants — Red, White, Royal, Navy, Grey, Black, Maroon. Small Logo.	
Adult Sweatshirt - Small, Medium, Large, X-Large, XX-Large	\$13.00
Adult Sweatpants - Small, Medium, Large, X-Large	\$13.00
Adult Sweatsuit (use above sizes)	\$25.00
Child Sweatshirt - X-Small, Small, Medium, Large	\$10.00
T-Shirt — Red, Royal, Black, Grey (other colors on request). Small Logo.	
Adult - Small, Medium, Large, X-Large, XX-Large	\$7.00
Child - X-Small, Small, Medium, Large	\$6.00
NEW T-Shirt — Grey. Small Tri-Color Logo. Adult - Small, Medium, Large, X-Large, XX-Large	\$7.00
Canvas Tote Bag — Ecru	\$7.00
Memo Pad	\$.50
NEW Fanny Pack	\$6.00
Two-Hour Video of Some Nationals and Regionals, 1981-1990	
License Plate — Red and White	\$4.50
Limited Edition Belt Buckle	\$10.00
National Club Patch — 3"	\$3.00
Ball Cap with FCA Patch — Red, White, Blue, Black, Grey. Solid Color or White Front	
Summer Mesh, Winter or Corduroy	
Convention Booklet — 1981-1990	\$.50
Convention Pin — 1989-1991	\$3.00
Ballpoint Pen	\$.75
Window Decal	\$1.25
License Plate Frame	\$5.00 ea./\$9.00 pr.
FCA Hat Pin/Tie Tack	\$3.00
National Club Patch — 9"	\$6.00

SPECIAL

SPECIAL

JULY ONLY

SPECIAL

SPECIAL

1991 Convention Pins \$1.50

More Falcon Goodies

White T-Shirt with Color Transfer — Choice of 60-63, 64-65, Early Ranchero, 65 Ranchero	\$7.00
Adult - Small, Medium, Large, X-Large	
NEW T-Shirt — Screen Print of 66-70 1/2	
Adult - Small, Medium, Large, X-Large	\$7.00
Child - X-Small, Small, Medium, Large	\$6.00
T-Shirt — White with Red-White-Blue Falcon Bar. Adult - Small, Medium, Large, X-Large, XX-Large	\$7.00
Fender Cover with Falcon Imprint	\$18.00
Luggage Tag	\$2.00
Bumper Stick — I (Heart) My Falcon	\$2.00
Falcon Key Fob	\$2.50
Poster — 28 Color Pictures	\$5.00
1960-62 Repro Shop Manual	\$30.00
1963 Sprint Road Test — 8 pages	\$4.00
Falcon 60-70 — 100 Pages, 180 ill.	\$14.00
Limited Edition Falcon Watch — Blue Face with Falcon Script & Speedy Bird. Quartz. Gold Plated	\$35.00
Leather Band. Man's or Lady's	
Vinyl Sports Bag — Black and Grey (trunk material pattern). Falcon Script & Bird. Small.	
Small	\$20.00
Large	\$28.00
Ball Cap — Red, White, Blue, Black, Grey, Neons. Solid Color or with White Front.	\$6.50
Choice of Patch (see list below) No Additional Charge	
Patches — Falcon Blue & Gold Oval or Red & Gold Rectangle; Ranchero (White or Red)	\$2.50
Convertible (1x3 or 1x5)	\$2.50
Years 60 through 70, Plus 63 1/2	\$1.50
Falcon Script	\$3.00
Falcon Script w/Choice of Year	\$4.00
Pin — Script - Futura, Falcon, Sedan Delivery, Ranchero, Falcon w/Year	\$3.00
Other - Large or Small Falcon Bar, 289 Sprint V-8, Futura Bar, Ford Crest, Large 289, Ford, Bull Head.	
Silhouette - 60-63 Sedan, 60-63 Ranchero, 63 HT, 64 Convertible w/Year, 65 Convertible w/Year.	
64-65 HT (not available at this time).	

* Please State Size, 1st and 2nd Choice of Color — See Order Form on Reverse *

Look for the Mega Club Store Sale at the Nationals

